

VOL. XLIII, No. 13,450.

KILLED IN A RAILWAY WRECK

COLLISION IN LONG ISLAND CITY.

The train which left Manhattan Beach for Long Island City at 6 o'clock yesterday took a large number of passengers at the Sheepshead Bay race-course. It reached Long Island City a few minutes behind time. A Flushing train was about to leave the station and the signal was up requiring the Manhattan Beach train to stop. But the air brake failed to work, the car brakes were set only in part, and the two trains came in collision. Three passengers on the Manhattan Beach train were killed, one was so badly hurt that he may die, and many received slight injuries. Superintendent Barton of the Long Island Railroad says the engineer of the Manhattan Beach train was in fault in running at high speed at that point. Moreover, the engineer admits that he had previously tried the air brake and it had failed.

HOW THE ACCIDENT OCCURRED.

THE ENGINEER BLAMED—DETAILS OF THE COLLISION.

The accident took place within a hundred yards of the station at Hunter's Point. At 6 p. m. a train of eight cars left Manhattan Beach for New-York, carrying few passengers. The first stopping place was at Sheepshead Bay, where, at the race track of the Coney Island Jockey Club, a large number of persons had assembled in the afternoon to witness the races. The train from the Beach arrived at the race-course in time to bring over six hundred persons to the city. On account of the large attendance at the races the train was delayed somewhat longer than was expected, and, in consequence, Thomas Middleton, the conductor, ordered Thomas Glenn, the engineer, to make up for the lost time. The speed of the train was accordingly increased. Immediately behind the locomotive and tender was a parlor car, in which were a considerable number of ladies and gentlemen. The remainder of the train was composed of the open excursion cars which the railways running to and from Coney Island use during the summer season. It was twenty minutes before 7 o'clock when the depot at Long Island City was seen by the engineer. As he approached the Third-ave. crossing he saw the engine-dies along the tracks in front of him change from white to red, warning him of danger. He blew the whistle "down brakes," and the conductor and brakemen put all their strength into the task of lessening the speed of the rapidly moving train. The engineer immediately tried the air-brakes, but found to his horror they would not work quickly enough. The space which lay between his engine and the network of switches and tracks that was spread before the depot was lessening with fearful rapidity. Again the engineer whistled to the trainmen to tighten the brakes, but it was too late. A dark mass lay awaiting him on the same track that he was on. The headlight of an outgoing Flushing train gleamed in front of him, and he saw the glare of the light growing brighter and brighter. Long before this he had closed the throttle-valve of his engine, but the momentum of the train was so great that it forced the locomotive ahead with a fatal swiftness.

At last Glenn saw that all hope of stopping his train must be abandoned, and, realizing that death would follow if he stood at his post, he sprang from his cab and fell upon his breast on the ground. Then there was a crash as the two engines came together, and a dense volume of steam and smoke arose from the wreck.

THE SCENE AFTER THE CRASH.

The scene which was presented to the yard-hands, who had watched the trains crash into each other without having it in their power to prevent the collision, was a terrible one. The heavy engine of the Manhattan train had lifted the locomotive of the Flushing train completely from the track, and had flung it as though it had been made of cardboard many feet to the left. The shock of the collision to the Flushing train was broken by the derailing of the locomotive, and the cars of this train were simply sent back into the depot, from which they had started a few minutes before. The Manhattan Beach train, however, was badly wrecked. The entire fore part of the engine had been smashed and the wheels in their revolutions splintered the ties and thrashed the ground with the broken piston-rods. The parlor-car had been telescoped by the open car at its rear. The comparatively light goods of the coach had been crushed in, and the oil lamps exploded and set the wood-work on fire. The flames spread rapidly until a stream of water from a station-house was brought to bear upon the fire. Then it was extinguished. Beyond the splintering of the front platform of the third car no further damage was done to the train. When the crash occurred there was a rush on the part of the passengers of both trains out of the cars upon the tracks. They formed a crowd that rapidly grew larger as the news spread that a train had been wrecked within the depot. It was some time before the police arrived, and longer still before assistance was received from the hospital.

But the uninjured passengers did not wait the arrival of medical aid before they made efforts to extricate the dead and injured from the ruins. As the smoke cleared a hand was seen hanging from a window of the wrecked parlor-car and then Dr. W. R. Pryor, of No. 107 East Thirty-fifth-st., this city, crawled out from the debris and called for a rope saying that there were two men within the car who had been injured and were bleeding to death. A clothes-line was handed him and he went back into the car in company with Dr. W. J. Burnett, of Hunter's Point. When they reached the interior of the coach, they found that their assistance came too late to save the life of Edward Bernius, for the hemorrhage from his torn leg had stopped and life was extinct. But over in the corner of the car with the entire weight of the iron-bound platform of the excursion car resting on his legs, sat Robert Smith, groaning from pain, but still conscious. He said in a husky voice: "For God's sake, get me out of this," and the doctors went immediately to his aid. As soon as they looked at the poor fellow they knew that he was fatally hurt, and that although they might succeed in releasing his body from the crush of the train they could not save his life. The two legs were so severely injured that they would have to be amputated. When Smith was told of this desperate resort he clinched his teeth and said, "Go ahead." The knives and saws performed their duty and the man never winced. All he asked for was a glass of water. Smith was taken after the amputation of his legs to the conductor's room in the station, where he lived twenty minutes and died in the arms of Detective McDonald of the railway company. Then the bodies of the two dead men were taken in an undertaker's wagon to the Morgue on Fourth-st.

HOW SOME PASSENGERS ESCAPED.

There were few persons in the parlor car. Dr. Pryor sat directly opposite to Mr. Smith, but he escaped with a slight cut over the left eye. The remaining passengers, of whom there were ten, were hurt about the head and body. Three of them, Merides Norris, John Brede and Vernon Barton were seriously hurt. The persons on the excursion car which telescoped the coach escaped with a few trifling bruises. As soon as the wounded were taken from the wreck they were carried into the station, where they were attended by physicians until the stretchers from the ambulances which waited on the New-

York side of the river had arrived. Then the injured were taken across the ferry, placed in the ambulances and driven to Bellevue Hospital. The Flushing train which was standing still when the Manhattan Beach locomotive crashed into it, was just moving from the depot when the signal-man placed the danger signal in position, and Engineer Kretzman stopped his train. It was his intention to wait until the Manhattan Beach train had stopped beyond the switches and then to proceed on his trip. As is usual after stopping a train the brakes were released and the train started on its way. The collision broke the smokestack of the Flushing locomotive, and the smoke from the unprotected fires added to the confusion of the scenes at the wreck. Not a person on the train was injured. As the collision occurred on the switching-table in front of the depot, the general opinion of the passengers as to the cause of the accident was that Michael Flannagan, the switchman, had mistaken his switch, but it soon became evident that the real cause was neglect on the part of Engineer Glenn, of the Manhattan train, to obey signals that were given him to stop.

REMOVAL OF THE WRECK.

Men were set at work at once removing the wrecked engines and the two wrecked cars. The wreck of the train was backed away, and engine No. 67, of the Manhattan train, was put on the track and removed. The driving wheels were only thrown from the track. Engine No. 55, of the Flushing train, was badly damaged. The tender was smashed and the truck knocked out from under it. A large body of men were working at this late at night.

THE KILLED.

Following are the persons who were killed: **BENJAMIN EDWARD C.**, twenty-two years old, living at No. 108 East Houston-st., bartender of the Madison Club at Manhattan, and twenty-eight, was the first victim of the disaster. He was unmarried, and was in the parlor-car, and was receiving fatal internal injuries. His body was crushed and his right leg fractured. He died at the hospital. His body was taken to the depot, from where it will be removed to his father's home this morning. The funeral will take place to-morrow. **NORRIS MERIDES**, a native of Brooklyn, but living at No. 107 East Houston-st., Philadelphia, was in the parlor-car, and was jammed between the seats and the platform of the second car. Both legs were crushed and fractured. After his removal to Bellevue Hospital his legs were amputated at the knee. He also received internal injuries. At the hospital he received his consciousness for two or three hours, and for a time the surgeons thought it possible that he would survive his injury. At 10 p. m. there were signs that he was recovering from the nervous shock, but soon after that reaction set in and at 12:30 he died. **SMITH ROBERT**, thirty-three years old, was a married man, but lived at his brother's home, No. 186 East Eighty-eighth-st. Besides a wife he leaves a young daughter, aged five, and a son, aged three. He was in the parlor-car, and was crushed by the platform of the second car. He was killed by the shock of the collision, and his body was crushed and his right leg fractured. He died at the hospital. His body was taken to the depot, from where it will be removed to his father's home this morning. The funeral will take place to-morrow, and the burial will be at the Cemetery of the Evergreens.

LIST OF THE INJURED.

Few persons, if any, who were in the wrecked coaches escaped without injuries more or less severe. Fully half a hundred persons who crossed the Thirty-fourth Street ferry in the crowd that left Long Island City soon after the accident bore marks of bruises and cuts on their faces. The number of persons who were severely injured is much smaller. Following are the principal cases:

BARTON VERNON—business not known; living at No. 203 West Twenty-third-st., was standing near the front of the parlor car, and was thrown headlong down the aisle by the shock of the collision. He was killed by the shock of the collision, and his body was crushed and his right leg fractured. He died at the hospital. His body was taken to the depot, from where it will be removed to his father's home this morning. The funeral will take place to-morrow, and the burial will be at the Cemetery of the Evergreens.

BEASLEY MERCEUR, Prosecuting Attorney of Mercer County, N. J., was in the parlor-car. His nose was broken and his head was badly bruised. He was sent to the Hoffman House.

BREDE JOHN—a Cuban cigar-dealer at No. 135 West Twenty-sixth-st., was in the parlor-car, and was injured by the shock of the collision. He was killed by the shock of the collision, and his body was crushed and his right leg fractured. He died at the hospital. His body was taken to the depot, from where it will be removed to his father's home this morning. The funeral will take place to-morrow, and the burial will be at the Cemetery of the Evergreens.

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broken above the thigh and he received internal injuries that are regarded as critical. After the broken limb had been set the patient rested more easily, and a Tribune reporter who was admitted to the ward found him in this condition.

"Are you in much pain now?" the reporter asked.

"No," said Brede, trying to smile, his dark complexion looking ghastly white in contrast with his dark hair. "I am very weak. I don't know what I have done to-day. It has been for me a very bad day."

"Do you remember where you were when you got hurt?"

"I cannot think very well. I had been to the races and I was coming back. I sat in the back seat of the parlor-car, and I heard some people about me. I don't know why they did. There was a great noise; everything seemed to go to smash. I wanted to run out of the car, but I couldn't; something held me back. Then, when the people came to help me, they hurt me very much. I don't know what happened after that. I was taken out of the side of the car; everything in it was broken up."

Brede's brother was summoned and came to the hospital shortly after Brede had been taken there. He said that the injured man had gone to Manhattan Beach for a day's pleasure, and that he had expected to return early in the evening.

WHAT SUPERINTENDENT BARTON SAYS.

Superintendent I. D. Barton was in his office immediately after the accident and there received the report of the train-men. At 10 p. m. he told a Tribune reporter that he had examined only two men, Conductor Thomas Middleton, and Michael Flannagan, the switchman, and signman. Engineer Thomas Glenn, he stated, had been taken to his home in Greenpoint, and the fireman of the Manhattan train had also gone home. The man's name was unknown to the superintendent.

"I find, from my examination," Mr. Barton said, "that the Manhattan train ran into the Flushing and North Side train a short distance out of the Long Island Railroad yard at 6:43 p. m. The accident was due to a disregard of the switchman's signal on the part of Engineer Glenn of the engine, followed by a parlor car and several coaches. The Flushing train was just going out and the Manhattan train came in at a high rate of speed. The switchman gave the signal—which is a dial one—for the Manhattan train to stop. The train at the time was half a mile off with a clear view to the signal. After the train had passed the bridge—a little over a quarter of a mile from the signal—the engineer blew 'down brakes' and the conductor and one brakeman put on two brakes. This had no apparent effect, and the Manhattan train came on, crashing into the Flushing train, which was about to start. Conductor Middleton stated that he thought that the engineer attempted to use the air brakes, but these did not hold. These brakes are a vacuum brake, and the switchman did his duty. I have not examined Engineer Glenn. So far it seems that the accident happened because the engineer did not heed the signal which Switchman Flannagan gave him."

Flannagan was seen afterward, but he refused to make any statement, and went home.

THE ENGINEER'S EXPLANATION.

Thomas Glenn, the engineer of the Manhattan Beach train, lives at No. 55 Greenpoint-ave., Greenpoint, where, with his wife, he occupies the top floor of a flat house. As soon as he saw that the collision was inevitable he and the trainmen jumped from the train. Glenn was picked up by employees of the company who hastened to the scene of the wreck. Although not seriously injured he was taken to his home as quickly as possible by two employees, who borrowed an express wagon for the purpose. When he reached home he was able to walk up to his room, assisted by his companions. As he left the wreck at once he did not know the result of his failure to stop his train until late at night when Dr. Z. P. Denner, the surgeon called to ascertain the extent of his injuries and to obtain as far as possible an accurate statement regarding the cause of the accident. The wounded man was in bed when the surgeon called, and was found in a state of intense nervous excitement.

"How badly are you injured?" inquired Dr. Denner.

"Was any one killed?" anxiously inquired the engineer.

In reply the surgeon held up two fingers, and the man upon whom the superintendent and other railway officials placed all the blame for the accident turned away and said: "If the brakes had only worked the collision could not have occurred." Dr. Denner then carefully examined Mr. Glenn and found that aside from an internal shock caused by jumping from the engine and a few bruises on his head, shoulders and arms he had an ugly cut on his nose. His pulse was high, but after the physician had administered an anodyne the engineer became more composed and gave the following account of the collision:

The train was behind its schedule time and was running at a fair rate of speed. When it left Blissville the engineer discovered what appeared to be a defect in the air-brake. He tried to apply it, but found that it was "empty useless, and merely as a test he whistled for the brakes," in order to warn the brakemen that they must be on hand to stop the train. He intended to have them bring the train nearly to a full stop before he whistled "off brakes," but to his surprise no attention was paid to his signal by the brakemen, and he gave a longer blast. The heavy train with its eight cars was rushing on with no power to stop it; the air-brake had proved defective and the brakemen had proved negligent. Just then the warning red light flashed ahead, and again, the signal "down brakes," but before it was heeded, the junction was reached, the engineer had left his engine and the collision had occurred. Dr. Denner advised his patient to keep quiet, and to accompany one of the trainmen to the hospital, adding that in the morning he hoped to be able to make a formal report to the superintendent regarding the accident, which he said would be substantially what he had told the physician.

SCENES AT THE MORGUE.

The bodies of Smith and Bernius were taken at once to the Morgue in Fourth-st., Long Island City, a low wooden structure which had once served as a dwelling. An undertaker was summoned and the bodies were placed in coffins. A large crowd of curious people gathered around the house. About 10 o'clock the brother of Edward Bernius—to whom a telegram had been sent stating that Thomas Burnett had been killed—arrived at the Morgue and identified the body as that of his brother. Soon after two brothers of Robert Smith appeared and recognized the body. Both were deeply moved. They made arrangements to have the bodies taken home this morning. The undertaker, they said, would be in the Cemetery of the Evergreens. The crowd of curious people remained about the Morgue until after 11 o'clock, despite the lightning which fell.

Coroner Robinson, who was on the train, after doing all possible to extricate the injured, went to his office near the ferry, where he took the statement of the Smith brothers regarding the dead book-maker. He expected that the brother of Bernius would call the office, but he did not do so, going directly home.

DR. PRYOR'S SERVICES.

Dr. William R. Pryor, of No. 107 East Thirty-fifth-st., was a passenger on the Manhattan Beach train and assisted in caring for the injured after the collision. He gave to a Tribune reporter the following account of what he saw and did:

"I had been to the races and was on my way home when the accident occurred. I was in the parlor-car near the engine, about four seats from

FROST AND DROUTH.

CHICAGO TRADERS PERPLEXED.

UNABLE TO ESTIMATE THE DAMAGE TO THE CROPS.

BY TELEGRAPH TO THE TRIBUNE.

CHICAGO, Sept. 11.—"It is not possible," said a large corn trader to-day, "to say yet what the damage to corn has been. I have read the newspapers and cannot for the life of me draw any deductions from their pages of special telegrams. It is the same way with my private telegrams, although I place more reliance in them because they come from grain shippers or grain growers. I have raised corn myself and know that it takes a week after a frost for anybody to find out whether the corn has been damaged a little or ruined. Frost will strike one field and ruin it and not touch the next. I am sure of only one thing, that the farmers will hold back their corn whether or not there is any substantial damage to the growing crop or not. The mere alarm raised over frost will cause them all to expect 60-cent corn."

The Tribune's review, from very extended advice, will publish in to-morrow's issue the following comment on the injury to the crops by the recent frosts: "The extent of this injury is impossible at this writing to accurately determine. The territory involved by the frosts in some fields were so fully matured as to receive no damage. In many parts corn on high ground escaped injury, while in low ground it was severely hurt. It will be safe, we think, to estimate the injury in the territory named at 25 per cent of the estimated crop."

OPINIONS AT THE PRODUCE EXCHANGE.

VARYING ESTIMATES OF THE DAMAGE TO THE CORN CROP BY FROST.

The effect of the frost on the corn crop occupied the attention of the members of the Produce Exchange yesterday to a great extent, and opinions varied largely. The "shorts" asserted stoutly that the injury had not been as great as reported, while the "longs" were equally determined in their assertions that the damage was great and extensive. The effect on the market was not marked. The price of corn fluctuated but the variation was confined within a range of from one-half to one cent.

George C. Martin said of the feeling at the Exchange: "I rather think you'll find it varying according to whether a man is 'long' or 'short.' However, I have my own views, and decided ones, that the injury to the corn crop has been great. I find that in 1880 Iowa, Minnesota, Michigan and Wisconsin produced 350,000,000 bushels of corn; and Illinois, Missouri, Kansas and Nebraska 500,000,000. These eight states furnish half of the corn of the country. The frost extended over most of this district, so that you can see how great an interest it imperils. It is difficult to judge now of the extent of the damage done; we can tell better in a week, after the effect of the frost on the market. I have received trustworthy dispatches from private sources, however, all confirming my view that the damage done by the frost has been very great. As one indication I can tell you that one telegram stated that the damage along the Rock Island Railroad was so great that my informant dared make no report of it. The injury is exceedingly serious, judging from what I can learn, and it will be a great loss to the country."

T. Kneeland had a different view of the situation. He believed that of the 1,500,000,000 bushels of corn calculated upon as the crop for this year, 300,000,000 had been cut off by the frost. This would diminish the supply at the seaboard, where the amount of surplus for exportation was determined. "A small surplus, even," said Kneeland, "would give a country that is so short of corn enough corn for itself, and so the price of it in that case would hardly be affected. A falling off of 300,000,000 bushels would not make a short supply for the country. I have information from various private sources that the damage by the present frosts is extensive. A private telegram from a reliable source from the West, dated yesterday, stated that the frost had done great damage to the corn crop in that section. This will make an extraordinary demand on this country and may raise the price of corn to 100,000,000 bushels, and this will probably be a factor in the price of corn. If the crop of corn is cut off in the West, the price of corn will be raised.